

FAA-H-8083-21A
Helicopter Flying Handbook
Updated November 5, 2014

Errata as of November 5, 2014

1. In Figure 2-32 on page 2-18, the “Increasing power for decreasing airspeed” label on the right side of the chart should be changed to “Increasing power for increasing airspeed.”

Errata as of October 2, 2014

1. In the section heading for the third paragraph in the right column of page 9-17, “S-Turn” should be removed.

Errata as of March 7, 2014

1. In Figure 2-19 on page 2-11, the purple “Resultant relative wind” line should pass through the approximate center of each airfoil, with a different angle for each.
2. In Figure 2-20 on page 2-11, the brown “Drag” line should be in line with the blue “Resultant relative wind” line.
3. In Figure 2-21 on page 2-12, the brown “Drag” line should be in line with the blue “Resultant relative wind” line across the “Axis of rotation” line.

Errata as of October 22, 2013

1. In panels B and D of Figure 2-35 on page 2-20, the wing graphic is misaligned. The wing graphics should be aligned so that the chord line runs through the leading edge to the trailing edge.

Errata as of July 11, 2013

1. In Figure 2-8 on page 2-6, the *Vertical Lift* and *Total Lift* labels are reversed. The *Total Lift* label should be at a 90° angle in relation to the wing depicted in the graphic, while the *Vertical Lift* label should be at an angle parallel with the vertical side of the page.

Errata as of January 8, 2013

1. In the next to last sentence of the first full paragraph in the right column of page 10-3, “in the avoid are” should be changed to “in the avoid area.”

Errata as of December 10, 2012

1. In Figure 2-44 on page 2-24, the label for the horizontal line at the top should be changed to “Centripetal”.

Errata as of November 27, 2012

1. In the second sentence of the caption for Figure 2-34 on page 2-19, change “400” to “500” before “knots.”
2. In the next sentence, change “200” to “300”.

Explanation: This corrects the values in the caption to agree with the values in the figure.

Errata as of October 12, 2012

1. In the seventh sentence in the bottom paragraph of the right column on page 11-14, which begins with, “This tail rotor thrust moment,” “to the left” should be removed from the end of the sentence.
2. In the next sentence, which begins with, “Pilots then right,” “right” should be changed to “opposite”.
3. In the next sentence, which begins with, “Since the main,” “right” should be changed to “opposite” before “cyclic”.

***Explanation:** It would appear that due to several variables, such as tail rotor location, vertical stabilizers, amount of G force, and center of gravity, the fuselage tilt may vary. What is important is the correct pilot response of aft cyclic and not lateral cyclic to restore G-loading of the semi-rigid system.*

Errata as of October 10, 2012

1. In the first full sentence of the paragraph at the top of the left column on page 9-18, “upwind” should be corrected to “departure”.
2. In Figures 9-18 and 9-19 on page 9-18, “upwind” should be corrected to “into the wind”.

Errata as of May 9, 2012

1. In the fourth paragraph of the Preface on page iii, the document number for the Gyroplane Flying Handbook should be corrected from “FAA-H-8083-16” to “FAA-H-8083-35”.
2. In the third entry on page G-4, “Lead and flag” should be corrected to “Lead and lag.”